

## OUR ROADS.

There is no question, at this time, of greater importance to every section of our county than our roads—how to make the best roads and maintain them at the least cost to our taxpayers. And I am glad to see evidences on all sides of a great awakening of interest in this matter upon the part of our citizens.

It is time that we should all wake up and put our best thoughts and endeavors to devising a system that will insure us the best roads that can be obtained with the resources that we have at hand. It is natural that we should all be interested in this matter and that we should all take a pride in having the best that can be obtained. There is no one who owns a farm or a home but takes the laudable pride in improving it to the best of his ability.

The roads are the property of all, are used by all, the poorest child in the county has as much interest in the roads as the richest person in it. No one can say that the roads are his and that another has not an equal right to them. That being true, the poorest citizen in the county should have as much right as the richest citizen in it to say how our roads should be improved.

Every taxpayer should pay as much for their building and maintenance as every other taxpayer, in proportion to the property owned by each. We should all pay in proportion to what we have. No one should pay more than another unless he owns more property to pay on. At present we are paying more in money and work for the maintenance of our roads than all other things in the county combined. It is for the purpose of calling attention to some of the inequalities of our present system that have occurred to me since I have been your County Judge, and asking for some suggestions from our citizens as to how we may improve the conditions, that I am writing this article.

I believe we have as good a people in Crittenden county as can be found anywhere in the world. I like them better and for that reason I live among them. I feel that our people are as much entitled to the best that can be had as any other people.

Mr. Jenkins has offered to publish any articles from any of our citizens, looking to the betterment of our roads, and I hope that our citizens will take the opportunity of giving a full, free discussion so as to help our Fiscal Court, who have the supervision and control of the roads, to put them on a better footing. We feel that we need your advice and assistance.

I do not believe in a lavish waste of money and I am convinced from my experience with the present system that we are spending too much money in this county for what we are getting in the shape of roads. It is true there has been some improvement in our roads but not such improvements as the cost should show. Solomon says, "In the multitude of Counselors there is safety." Then come and let us reason together and see where the leak is and how it can be stopped.

In the first place, we have no system. Under our present plan the County Judge and Fiscal Court are supposed to be at the head, or rather the supervisors of the roads. The Fiscal Court makes provision for plows and teams and the working of roads. The County Judge appoints the

overseers and allots the hands to various precincts. The result is that every road overseer in the county may have a different idea of how his section should be worked. In the allotment of hands it is impossible to arrange it so there will be an equal task put upon all the road hands. In some sections, on account of the greater density of the population, we find there are four or five hands to the mile, while on other sections, of rougher roads perhaps, there may be only one or two hands to the mile available. The result is that some hands are doing four or five times as much as other hands in work upon the roads. No fair minded man will say that is just or right. In addition to this our Fiscal Court has attempted to have graders used, and have appropriated \$200 to each magisterial district for the purpose of grading the roads with graders. This sum has not been sufficient to grade all the roads, and the result is that the best sections of the roads have been graded and the hands on those sections, in a larger part, have been relieved from work, while the hands on the other sections have been compelled to work their roads and help pay the cost of the graders on the other sections. This arrangement is manifestly unjust. We should all pay alike in proportion to our property.

Again, the poorest man in the county, within the road age, is liable to be called upon for as much work, as the man who may own hundreds of acres. That does not seem fair to me.

Again, when the overseer warns his hands out he will generally find some who do not do good work and if he does not makethem work the others complain, and if he does force them to work he loses their friendship. It is almost impossible for the overseer to find a time suitable for all his hands to go without great sacrifice to some of them. As the result he waits until the crops are pitched, or in a condition to leave them without too great a loss and the roads are left for a convenient season, and, when that time comes, it is generally too late in the season to do good work on the roads and they cannot then be put in good condition to stand the wear and weather. As the overseer gets nothing for his work, we all dislike to indict and have him fined for his failure to keep his road in good condition, and there you go. But how are we to remedy it without too great cost? We do not want to pay taxes when we can avoid it. And when we talk of working the roads by taxation, we naturally shrink from the experiment, but let us see what it is costing under the present system. We have over three thousand voters in the county. I presume we have at least 2000 road hands in the county, from 18 to 50 years of age. These two thousand hands presume to work six days each per year, or 12,000 days in all. This labor, if hired, would average \$1.00 each per day, or \$12,000, but we will say seventy-five cents per day, making \$9,000.00. In addition to this labor we spent last year for plows and teams \$3,154.77, and for graders \$1,302.95, making in all \$4,457.72. This with the labor counted at one dollar per day amounts to the sum of \$16,457.72, or at 75 cents per day to \$13,457.72. That looks like a good big sum to put on the roads each year to be washed away by the rains.

I believe that if we are to continue our dirt roads it would be

cheaper for us to hire four good men with teams for 100 days each, to begin as early in the spring as practicable, one on each side of the county, and let them grade all the roads that can be graded and then allot the hands to work on rough, rocky places, where the graders cannot be used. The graders, by this arrangement, would cost \$4,800.00, which is only \$350.00 more than we are already paying for plows and teams and graders. And the hands would not then have so much time to work and they could put the rough places in better condition. There are about 500 miles of road in the county, and allowing one mile per day as the average amount to be graded, the four graders could grade about 400 miles, or practically all the roads that could be graded.

In addition to this I am of the opinion that the Fiscal Court should adopt a system for converting our roads into turnpikes by setting aside a certain amount each year for that purpose, or by buying a roller and crusher and crushing rock in various sections of the county for the purpose of covering the roads in the worst places. I believe the farmers in various neighborhoods would gladly furnish their teams for hauling the rock and distributing it along the roads, if the county would roll them and put them in shape. And in this way we could gradually change our roads into pikes without any great burden to our taxpayers.

J. W. BLUE,  
County Judge.

## BABY CRUSHED TO DEATH IN AUTOMOBILE ACCIDENT

Machine Turns Turtle and Grandparent Falls on Child—Five Are Injured.

Hopkinsville, Ky., Sept. 24.—An automobile containing six persons turned turtle in a ditch on the side of the Fairview road, six miles east of here this afternoon. A baby was killed and the other occupants of the car were badly bruised. The machine belonged to Nick Blakenship, of Elkton, and was driven by his son, Lee, aged 20.

In the car were Mrs. Blakenship, her two little daughters and her married daughter, Mrs. Jack West, of Evansville. Mrs. West had her 1-year-old son in her arms.

As the automobile was passing over a bridge it ran into a rut and young Blakenship lost control of the machine. The car turned over in a ditch eight feet deep and filled with thorns. The baby was crushed to death under the weight of its mother and grand mother. The other victims of the accident were bruised and lacerated by the thorns and Mrs. West's arm was broken, but the sloping side of the ditch kept the automobile from crushing them.

## RICHEST NEWSBOY IN ST. LOUIS PASSES AWAY.

St. Louis, Sept. 25.—William Greenburg, the richest newsboy in St. Louis, was buried today. His death was caused by pneumonia. From poverty Greenburg rose to be a landlord and at his death was the owner of a \$112,000 apartment building and the news stand which he established after selling papers on the streets for almost twenty-three years.

## HIGH RIVER COMING.

Owensboro, Ky., Sept. 25.—Rivermen in this and the lower Ohio river are making preparations for

one of the biggest rises that have been recorded this season of the year for years. The rapidly rising waters have already attained a height that is unprecedented for this season of the year.



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Louisville, Ky.  
Refinery at Warren, Pa.  
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## PAYING THE DIVIDEND.

General Manager Wm. Elliott and Secretary Thompson, of Henderson, came down Tuesday and spent that day and Wednesday in handing out checks to members, to pay the dividend on the 1910 crop of tobacco.

Mr. Elliott made a talk to a goodly number of growers that had gathered in to get their money. He explained the report of the management of last year's business and stated that he stood ready to answer any question that members might ask him about the business.

There is in round numbers, in this dividend, \$93,500 distributed in the district.

Everybody seemed to be well satisfied with the report and also their check.

## W. F. M. Entertainment.

On Monday afternoon Sept. 25th, Mrs. Forest Harris delightfully entertained the ladies of Tolu auxiliary Woman's Foreign Missionary society in honor of Mrs. G. Y. Wilson, who organized the Society last December and who will leave for Greenville Tuesday to attend conference with her husband.

The affair was in the nature of a surprise party, as each guest brought some little token of remembrance to our beloved sister Wilson, which Mrs. Harris in a few well chosen words presented just before refreshments were served, after which Bro. Wilson was called upon for a speech to which he responded with a humorous anecdote and ere the laughter had subsided Mr. Bruner arrived to photograph the group.

Those present were:—Mr. and Mrs. Forest Harris, Mr. and Mrs. G. Y. Wilson, Mrs. J. B. Croft, Mrs. Zed Bennett, Mrs. Hugh Bennett, Mrs. Ida Marks, Mrs. J. T. Woolfe, Mrs. T. T. Guess, Mrs. J. M. Guess, Mrs. Drue Bebout, Mrs. M. B. Moore, Mrs. C. E. Clark, Mrs. D. B. Mantz, Mrs. J. W. Sleamaker, Miss Sallie Worley and Miss Gladys Franks.

Almost enjoyable afternoon was spent and we are hoping Conference will send Bro. and Sister back to us. —A Guest.

Robert H. Dean, of the Weather Bureau at St. Louis, Mo., who has been the guest of his parents at Iron Hill, returned home Wednesday afternoon.

## GREAT OUTRAGE

### Grand Jury to Investigate the Matter.

Monday night as J. H. Orme's auto was spinning along about four miles south of the city on the Princeton road, a volley of stones crashed into the machine, barely missing some of the occupants. Mr. Orme was accompanied by his wife and little daughter and Mr. and Mrs. Sam Gugenheim and son.

That no one was hurt is a miracle. Mr. Orme reported the matter to the proper officers.

### Notice of Application For Pardon.

Notice is hereby given that Ernest Slayden, who was convicted of murder in Crittenden Circuit Court, of Crittenden Co., at the March term, 1909, will ask the governor for pardon for said offense.

And all who object will notify the governor and state in writing any objection.

This 26th day of Sept. 1911.  
141t OCIE SLAYDEN.

### MOCK FUNERAL FOR THE "MISSING STUDENT."

Lexington, Ky., Sept. 22.—The students of State University this afternoon observed with a mock funeral the fourth anniversary of the disappearance of Willis Smith which caused such a sensation at the university four years ago. The service was conducted by the Senior class, who, when Smith disappeared, belonged to the Freshman class of which Smith was a member. Six pallbearers entered the chapel carrying a coffin headed by the university band, the other members of the Senior class following in solemn procession. The coffin was placed upon the rostrum, draped in black and covered with ivy leaves. It bore the inscription, "W. E. Smith. Departed September 22, '08. Requiescat in Peace." Thos. Earl, class president, spoke a few appropriate words over the coffin and the farce ended by the students giving nine "rahs."

### At The Fredonia Opera House Friday Evening Sept. 29, 1911.

Miss Lena Holtzclaw, Marion's gifted elocutionist, will give a recital assisted by the Marion High School Orchestra of ten pieces.

Miss Ina Price, pianist; Miss Myra Dixon, 1st., flute; Miss Madeleine Jenkins, 2nd., flute; Miss Louise Clement, 1st., mandolin; Miss Linda Jenkins, 2nd., mandolin; Miss Lucile Pope, 1st., violin; Mr. George Orme, 2nd., violin; Mr. Herschel Ramage, snare drum; Mr. Homer Moore, bass horn; Mr. Ira Sutherland, French horn.

The general admission will be 25 cents, reserve seats 35 cents. A rare treat is in store for those who attend.

### Telegram.

10:08 a. m., Sept. 25, 1911.  
Goodrich & McGary,  
Marion, Ky.

Gents:—Replying to yours of yesterday we will send the orphan baby, Gladys, Thursday 28th, on the morning train. She ought to reach Marion at 3:31 p. m. If you fail to place her in a good home, return her at once.

B. F. JOHNSON,  
Supt. of orphans' home,  
Louisville, Ky.

## A Grand Entertainment.

A splendid entertainment was given at the Baby show last Monday night consisting of Marion's best local talent. Torondo made a great hit in his monologue and make up and pleased the audience immensely as proven by their laughter and applause. The Harrod twins in spot-light songs deserve special mention. The male quartette in a splendid selection, won much praise and last of all but not least was the Marion Brass Band which rendered several fine numbers, under the leadership of Prof. W. R. Lawson. We predict for them a bright future. The Baby show will continue through several nights of next week in change of program nightly.

### Bargain Sale.

We have purchased the business of A. R. Hughes & Co., of this place, and for the next 30 days beginning Oct. 2nd. We will place the shoe department of this large stock at half price. It will pay you to see us before placing your order for fall and winter shoes.

We mean business. Don't let this chance pass you, for same will not come again.

Yours Very Truly,  
E. C. TRAVIS & CO.,  
Weston, Ky.

Mrs. Gene Love and children arrived Wednesday from Owensboro to spend several weeks with the relatives of herself and her husband's here and in the Co.

Mr. and Mrs. J. Frank Wyatt, of Salem, were here Monday the guests of Mr. and Mrs. J. W. Wilson.

### WILL BUILD TROLLEY LINES IN THE SOUTH

American Traction Company Organized at Indianapolis

E. F. Wheaton of Henderson, Ky., First Vice-President.

Indianapolis, Ind., Sept. 24.—At a meeting of the Board of Directors of the American Traction and Power Company today the organization of the company was perfected with the election of officers. Indianapolis was selected as headquarters and plans were launched for extensive interurban railway development in the South. The election resulted as follows: President H. C. Brubake, Indianapolis; First Vice President, E. F. Wheaton, Henderson, Ky.; Second Vice President, W. A. Calhoun, Buffalo, N. Y.; Third Vice President, John Francis, Cedar Rapids, Ia.; Secretary, G. E. Bruce, Indianapolis; Treasurer, H. P. Dew, Blacksburg, S. C.

The company is capitalized at \$500,000 and articles of incorporation have been filed in Delaware. The company will be registered in this state and the capital probably will be made larger.

The company is a holding corporation for the Yazoo Valley, (Miss.) Electric Railroad, Light and Power Company, and for the Kentucky Southwestern Railway, Light and Power Company. Both roads of the subsidiary company are now under construction. The combined mileage of the roads will be about 200 miles.

The purpose of the company is to organize, finance, operate and construct steam railroads, electric railways and power companies in Kentucky and states of the South.

Mrs. H. C. Lov returned from a three weeks' visit to the family of her son, Gene Love, at Owensboro.